

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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SOURCE:

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China, Changchou

1. By early March 1953 there had been no improvements on Swatow harbor since the Chinese Communists took over. Armed 50 to 100-ton vessels with military cargoes often traveled between Nanao (N 23-22, E 117-06) and Swatow. The Chinese Communist Government controlled and used all piers and warehouses of the port.
2. In November 1952 breakwaters in Amoy harbor had been completed and wharves had been strengthened. More than 17,000 cubic meters of mud and sand had been dredged out of the harbor.

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3. In early March the reconstruction of piers and adjacent roads of Amoy port had been completed. Dredging of the harbor next to the piers was underway to accommodate deeper draft vessels. Buoys had been placed to mark the channel. The anchorage along the southern suburbs of Amoy had been dredged and vessels could sail into it at low tide. The warehouses, which formerly belonged to foreign merchants, had been converted to military warehouses which were also used for storage of construction materials.
4. There were ten large iron anchors, each weighing more than 4,000 cattles, resting on the bottom of Amoy harbor because the Chinese Communists lacked the necessary equipment to remove them. Merchant vessels have frequently collided with these sunken anchors. As a result, only those vessels whose helmsmen knew the channel or those guided by pilots could navigate the harbor.
5. The ships visiting Amoy regularly were chiefly small, unarmed, merchant-owned motor junks and river steamers, each capable of carrying about 100 tons of cargo.² At times these vessels were used by the Chinese Communists to transport military supplies. The Chinese Communists also had from 50 to 100 of their own vessels, each of which had a cargo capacity of about 30 tons and was powered by truck engines. Nevertheless, these Chinese Communist vessels were called "steamers" and sailed the following route regularly: Yunhsiao (N 24-01, E 117-15), Chiuchen (N 24-05, E 117-40), Shihma (N 24-27, E 117-49), Haich'eng (N 24-27, E 117-52), Chinchiang (N 24-54, E 118-34), and Tungshih (N 24-38, E 118-29).
6. The following Chinese Communist steamers were engaged in transporting food and other military supplies:

| | | |
|------------------------|------------------------------------|------------------------|
| CHIEH FANG (6043/2397) | CHIEN KUO (1696/0948) ³ | MIN CHU (3046/0031) |
| JEN MIN (0086/3046) | SHENG LI (0524/0448) ⁴ | MIN CH'UAN (3046/2938) |
| TZU YU (5261/3945) | HO P'ING (0735/1627) | |
7. The following merchant vessels were sailing regularly along the Kwangtung-Fukien coast:

| | | |
|-------------------------|----------------------|--------------------------|
| CHIEN T'UNG (1696/6639) | FU HAI (4395/3189) | CHANG CHIANG (3361/3068) |
| KUO KUANG (0948/0342) | CHIEN FA (1696/4099) | MEI CH'ENG (5019/2052) |
| HUA AN (5478/1344) | | |
8. In addition to the above vessels the Chinese Communists had over 10 motor junks in Amoy harbor, all less than 100 tons. A Chinese Communist squad or platoon was stationed on each of these vessels. These motor junks, which were faster than the merchants' vessels, patrolled the following route regularly: T'ungshan (N 23-45, E 117-31), Yunhsiao, Changp'u (N 24-06, E 117-35), Haich'eng, T'ungan (N 24-44, E 118-10), Chinchiang. These vessels were numbered and had no names.
9. There was a shipyard at Amoy, which was smaller than the Mawei (N 25-59, E 119-26) shipyard and controlled by the Amoy Harbor Control Bureau. This shipyard installed truck engines in vessels.

Taiwan, Taipei

10. In November 1952 the shipyards at Toutzuwei (2435/0098/1442) in Amoy and a larger shipyard at Hsinchowwei (2450/1558/1442) in Shihma (N 24-27, E 117-49), inactive since early 1952, were supplied with new equipment and reactivated. Steam vessels of from 70 to 150 tons, confiscated by the Communists, were

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repaired at these yards and turned over to Communist trading companies for coastal shipping. These shipyards were also building motor junks of about 10 tons each at the rate of 10 per month total for both yards. Junks over 10 tons were equipped with 13-mm. or 15-mm. guns and those under 10 tons were equipped at the shipyards with heavy machine guns.

11. In January 1953 the Chinese Communists had assigned the former Butterfield and Swire Company wharf in Amoy for military use and had commandeered its godowns. The Chinese Communist battalion stationed at Hut'oushan (N 23-56, E 117-46) was assigned the security mission of guarding the wharf and its godowns.
12. In January 1953 the number 3 wharf in Amoy had been enlarged from 1 x 13 meters to 5 x 13 meters. All Chinese Communist food and supply ships moored and unloaded at the number 5 wharf.
13. In early February 1953 a Communist shipyard was located at T'ats'o (1044/0625), Chihfu (6347/1381) harbor in Amoy. More than 20 motor junks were moored at Tashihhu (1129/4258/3275), Amoy.

Hong Kong

14. In mid-March the Chinese Communist naval dockyard in Amoy was idle because of equipment shortages. During March shipment of machinery, including one crane, arrived at the dockyard and production was expected to be resumed in May 1953.

China, Changchou

15. In early March port facilities of Foochow remained almost unchanged from their pre-Communist days. In addition to the civilian and merchant vessels, there were in Foochow harbor about 60 new, approximately 50-ton steamers of the latest design, which were controlled by the Fukien Branch Bureau, East China River Control Bureau. These vessels were unarmed and each had a number rather than a name. They were used for transportation to the upper reaches of the Min River and along the Fukien coast. At the Foochow piers the Chinese Communists had set up six inspection stations and there was strict control over vessels entering and leaving the harbor. The vessels' registration papers were examined closely.
16. In early March there was a large scale shipyard at Mawei capable of constructing steamers and armored motor junks.

Hong Kong

17. Soviet experts proposed new design data for ship coefficients at Mawei Shipbuilding Yard as a result of a study of the ratio between dry keel and reserve buoyant force. The table had been carefully studied and checked by Sha-t'e-lai-k'o-fu (3097/3676/0171/0668/1133), chief Soviet technician of the advisory section. The following is a table giving the relation between the depth, length, and the ship coefficient at Mawei Shipbuilding Yard:

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|-------------------|----------|----------|----------|----------|----------|----------|
| Depth in feet | 20.0 | 20.5 | 21.0 | 21.5 | 22.0 | 23.0 |
| Length in feet | 240 | 246 | 252 | 256 | 264 | 270 |
| | 0.66 | 42.6 in. | 44.2 in. | 45.9 in. | 47.6 in. | 49.3 in. |
| | 51.1 in. | | | | | |
| Vessel | 0.68 | 43.2 | 44.8 | 46.6 | 48.3 | 50.0 |
| Volume | | | | | | 51.8 |
| Coefficient | 0.70 | 43.9 | 45.5 | 47.3 | 49.0 | 50.7 |
| | | | | | | 52.6 |
| | 0.72 | 44.5 | 46.2 | 48.0 | 49.7 | 51.4 |
| | | | | | | 53.3 |
| | 0.74 | 45.1 | 46.8 | 48.6 | 50.4 | 52.1 |
| | | | | | | 54.0 |
| | 0.76 | 45.8 | 47.5 | 49.3 | 51.1 | 52.8 |
| | | | | | | 54.7 |
| | 0.78 | 46.4 | 48.2 | 50.0 | 51.8 | 53.5 |
| | | | | | | 55.4 |
| | 0.80 | 47.1 | 48.9 | 50.7 | 52.5 | 54.3 |
| | | | | | | 56.2 |

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